NOTICE OF MEETING AND AGENDA
BART Bicycle Advisory Task Force (BBATF)

April 1, 2024
6:00 p.m. – 8:00 p.m.

BBATF Members: Jon Spangler (Chairperson), Rick Goldman (Vice Chairperson), Tyler Morris (Secretary), Sebastian Harper, Marc Hedlund, Cedar Makhijani Jeremiah Maller, Phoenix Mangrum, Francisco Muñoz, Bill Pinkham and Estrella Sainburg.

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on April 1, 2024, at 6:00 p.m. Public participation for this meeting will be via teleconference only. Presentation materials will be available via Legistar at https://bart.legistar.com

You may join the Task Force meeting via Zoom by calling (833) 548-0282 and entering access code 848 7405 3311; logging into Zoom.com and entering access code 848 7405 3311 or typing the following Zoom link into your web browser: https://us06web.zoom.us/j/84874053311

If you wish to make a public comment:

1) Submit written comments via email to hmaddox@bart.gov using “public comment” as the subject line. Your comment will be provided to the Task Force and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before noon March 29, 2024 in order to be included in the record.

2) Call (833) 548-0282, enter access code 848 7405 3311, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log into Zoom.com, enter access code 848 7405 3311 and use the raise hand feature; or join the Task Force meeting via the Zoom link (https://us06web.zoom.us/j/84874053311) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made between one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.
AGENDA

1. Self-Introductions of Members, Staff, and Guests: All. (*For Information*) 5 min.

2. General Discussion and Public Comment: Jon Spangler. (*For Information*) 5 min.

3. Approval of February 2024 BBATF Minutes: Jon Spangler. (*For Action*) 5 min.

4. Approval of BBATF Member Applications: Jon Spangler. (*For Action*) 15 min.
   Michael Sacks – San Francisco County
   Maya Chaffee – San Francisco County

5. BART Bicycle Preferred Path of Travel Capital Plan Preliminary Recommendations: Heath Maddox, Susie Hufstader, Fehr & Peers. (*For Action*) 60 min.

6. BBATF Bylaw Amendment: Standing Committee Rules: Tyler Morris. (*For Action*) 15 min.

7. BART Bike Program Updates: Heath Maddox, BART Customer Access. (*For Information*) 10 min.

8. Future Agenda Items: All. (*For Discussion*) 5 min.
NOTICE OF MEETING AND AGENDA BART Bicycle Advisory Task Force (BBATF)
February 5, 2024 6:00 p.m. – 8:00 p.m.

BBATF Members: Jon Spangler (Chairperson), Rick Goldman (Vice Chairperson), Tyler Morris (Secretary), Marc Hedlund, Jeremiah Maller, Phoenix Mangrum, Francisco Muñoz, Bill Pinkham, Cedar Makhijani, and Sebastian Harper.

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on February 5, 2024, at 6:00 p.m. Public participation for this meeting will be via teleconference only. Presentation materials will be available via Legistar at https://bart.legistar.com
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Meeting called to order by Chair Jon Spangler at 6:01pm

Members in attendance:
Jon Spangler, Bill Pinkham, Francisco Munoz, Tyler Morris, Rick Goldman, Marc Hedlund, Jeremiah Maller

BART Director: Robert Raburn
BART Liaison: Heath Maddox

Guests: Estrella Sainburg, Maya Chaffee, Nick Pilch, Whitney Ericson

Absent: Phoenix Mangrum, Cedar Makhijani, Sebastian Harper

Agenda with minutes follows as is:

1. 6:02pm Self-Introductions of Members, Staff, and Guests: All. (For Information) 5min.
2. 6:03pm General Discussion and Public Comment: Jon Spangler. (For Information) 5min.
   Marc has seen bikes using escalators and access Bart more easily
   Tyler noted the same thing
   Bill mentioned Rich City Rides community bike shop in Richmond was robbed and cleaned out
   Director Robert Raburn asked for feedback on the new BART video on bikes using escalators
3. 6:13pm Approval of December 2023 BBATF Minutes: Jon Spangler. (For Action) 5min.
   Jeremiah motions to approve minutes, Marc seconds
   Passed unanimously
4. 6:15pm BBATF Member Term Renewals: Jon Spangler. (For Action) 10min.
   Jon moves to recognize Marc exists, Rick seconds it
   Heath mentions they should have been renominated for this meeting
   Jon moves to recognize the members to be reinstated pending their nominating bodies approval
Bill seconds with Tyler, and Marc abstaining
Majority passes

5. 6:23pm Approval of BBATF Member Application: Jon Spangler. (For Action) 10min.
   Estrella introduced herself, and gave a brief history of her CV
   Jon moves to approve Estrella’s application
   Tyler seconds
   Unanimously passes

6. 6:33pm BBATF Officer Elections: Jon Spangler. (For Action) 15min.
   Marc asked if all officers want to be renominated
   Rick nominates Jon, Jeremiah and Tyler
   Marc seconds
   Unanimously passed

7. 6:50pm BBATF Bylaw amendment: Standing Committee Rules: Tyler Morris. (For Action) 25min.
   Executive committee to be named standing committee
   Estrella asked how frequent the standing committee would meet
   Jon and Tyler mentioned that the intent is to meet only as needed, not regularly

8. 7:21pm BART Bicycle Preferred Path of Travel Capital Plan Update: Heath Maddox. (For Information) 30min.
   Heath suggests moving this to next meeting agenda when the consulting staff can be available to present
   This is the next new BART bike plan
   Bart is reevaluating. BART property to come up with ideas for bike access improvement
   Heath will inform the task force of the date when the Daly City station walk through is scheduled

9. 7:32pm BART Bike Program Updates: Heath Maddox, BART Customer Access. (For Information) 10min.
   Heath recapped the BART bike parking occupancy and shared micromobility data tables for the group’s understanding
   Director Robert mentioned that bike lockers are more equitable because they are at all stations where as bike share isn’t available at all stations
   North Berkeley station will get some amazing bike locker updates that will accommodate larger cargo bikes
   Ashby station will get an updated cycle track and bike flow through the parking lot
   12 applications to safe routes to BART
   upper limit is $3 million
   details at April BBATF meeting

10. 8:10pm Future Agenda Items: All. (For Discussion) 5min.
    Bylaws update
    SR2B
    Standing/executive committee
    Bart to Bay Trail safe route
    BART Bicycle PPoT

    Meeting adjourned at 8:15 p.m. by Chairperson Jon Spangler
    Next meeting is called for by Chairperson Jon Spangler on April 1st, 2024 at 6:00 p.m.
BART Bicycle Advisory Task Force Membership Application

The BART Bicycle Advisory Task Force (BBATF) advises the BART Board on bicycle-related matters. The BBATF meets on the first Monday of even-numbered months from 6:00 to 8:00 PM in downtown Oakland at a BART-accessible location. Task force members are expected to attend all/most meetings. More information about the purpose of the task force can be found here: http://www.bart.gov/about/bod/advisory/bicycle

Please email application to: Heath Maddox
BART Bike Program Manager
hmaddox@bart.gov
415-728-1352

(1) How frequently do you use BART or other public transit?

- 5 days a week or more
- 1-4 days a week
- A couple times a month
- Once a month or less

(2) How often do you use a bicycle to get to and from BART or other public transit?

- Always
- Occasionally
- Most of the time
- Never

(3) How often do you use a bicycle to commute to work or for daily transportation?

- Always
- Occasionally
- Most of the time
- Never

(4) What motivates you to want to serve on the BBATF?

I have a passion for public transit in all its forms, and I enjoy advocating for better systems, learning about ones around the world, and also just enjoying my local bus or train. Ending car dependency is very important as a way to help slow down climate change, and that is where biking, walking and transit come in. Bikes often serve as a last mile option to BART with some cities and suburbs having limited bus service or density to allow walk-ability, and so, as a transit agency, BART has to ensure biking continues to be a mode it encourages and supports. I want to help ensure staff have any information or input they need for all future projects to ensure bikes are included in the plans. I want to help ideate and implement important policies like the recent bikes on escalators policy. I want to encourage more BART bike infrastructure connectivity projects and do what I can to ensure local agencies have the push needed to build that important last mile infrastructure. I want the addition of signage to BART stations and nearby areas to guide people to/from bike parking and infrastructure.

(5) What perspectives, skills, or experiences you would bring to the BBATF?

I’m currently car free and want to stay that way for as long as I can, instead walking, biking and taking transit to wherever I may need to go. I have a good knowledge of BART, MUNI and Caltrain as systems that interact and how they can be augmented with biking to get around the city. I’ve previously worked and studied in an engineering background, so I have the ability to learn and understand technical information and design documentation when needed. I am relatively new to San Francisco and the bay, and the majority of the time I’ve been here, I’ve had to learn to use public transit options in the area for all my travel. I want to help people learn about these options more easily and gain the confidence to walk, bike or take transit to BART or other rail agencies. I also want to give them a sense of personal freedom and reduce dependency on cars.
(6) Are you involved with any organizations or advisory boards related to public transit or bicycling?
☑ No, but my enthusiasm and fresh perspective are just what the BBATF needs
❑ Yes, please describe:
I have previously volunteered for Bicycle Coalition and hope to volunteer more in the future as opportunities arise to earn a full membership and get more involved with members of the bike community in San Francisco.
I am currently helping the Safer 17th street team to fight for fully protected bike lanes in the Potrero Hill and Dogpatch neighborhoods, with the goal of pushing SFMTA to expand them further into the Mission, using a daylighting and bike lane survey I created along the street.
I previously volunteered as a route rabbit by bike at Sunday Streets over the summer and am looking forwards to doing it again this year.
I’ve also ridden in several Slow Rides through the city that have helped me come to understand the bike and slow street network much better and to interact with people who do bike and transit advocacy.

(7) Could you commit to attending most or all of the BBATF’s 6 meetings each year?
☑ Yes  ❑ No
❑ Not sure: ____________________________________________________________

(8) How did you hear about the BBATF?
I found out about the task force through Cedar Makhijani, who is a good friend of mine. I learned a lot more about the task force and some of the things it has done through Marc Hedlund.

(9) What questions do you have about the role of the BBATF or being a BBATF member?
I’ve attended an person meeting before so I have a general understanding of the process and normal occurrences as part of them, are there other tasks the task force works on or participates in outside of the public meetings? For example how does working with BART staff usually occur when it’s needed for a project?
If there is something that is important to me and I wanted to push for it what is the process to best advocate for it?
What are the regulations around working public sector jobs (city of SF, SFMTA ect) while on the BBATF if I were to get one on the future?

(10) Your information:
Maya Chaffee
Name

San Francisco
County of Residence

Currently unemployed looking for jobs in the bay but previously lived and was employed in Santa Clara County
County of Employment

MAYA CHAFFEE
Email preferred
Email and/or phone
We're happy to nominate Maya Chaffee for the seat.

Maya, thanks for volunteering for the Bike It Forward program! We hope to have you back soon!

All the best,

--
Christopher White
Interim Executive Director
Phone or text: [redacted]

San Francisco Bicycle Coalition
Promoting the Bicycle for Everyday Transportation
1720 Market St.
San Francisco, CA 94102

On Thu, Feb 29, 2024 at 11:06 AM Heath Maddox <hmaddox@bart.gov> wrote:

Hi Maya,

Thanks for your interest in joining the BBATF!

I’m cc’ing the officers of the BBATF (Chair Jon Spangler, Vice-chair Jeremiah Maler and Secretary Tyler Morris) as a heads up to them and in hopes they can help respond to the questions in your application.

I’m also cc’ing Christopher White of the SFBC because for your application to be voted upon, the BBATF bylaws require that applicants be nominated by their county Bicycle Advocacy Organization.

The BBATF currently has one vacant seat for San Francisco and there is one other interested applicant in addition to yourself.
BART Bicycle Advisory Task Force Membership Application

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Please email application to: Heath Maddox  
BART Bike Program Manager  
hmaddox@bart.gov  
415-728-1352

(1) How frequently do use BART or other public transit?

- 5 days a week or more
- A couple times a month
- 1-4 days a week
- Once a month or less

(2) How often do you use a bicycle to get to and from BART or other public transit?

- Always
- Occasionally
- Most of the time
- Never

(3) How often do you use a bicycle to commute to work or for daily transportation?

- Always
- Occasionally
- Most of the time
- Never

(4) What motivates you to want to serve on the BBATF?

I’ve participated in some BBATF meetings and I find them interesting, informative, and impactful. I enjoy seeing our ideas, comments, and concerns be taken into consideration and output real results. I believe that bicycling and BART are a powerful couple. When pairing public transit with last mile transportation, we can build a healthy public transit system and bike network. Investing into public transit helps the bicyclist experience and vice versa. Making the bicycle on BART experience better has knock on effects for all.

(5) What perspectives, skills, or experiences you would bring to the BBATF?

I am a public transit and bicycle commuter. I’ve spent years moving around the bay area by bike and public transit. I have been thinking about ways to improve these experiences for years. Furthermore, I’m an active member of San Francisco Transit Riders and I have experience volunteering with SFBC in their bike valet.

(6) Are you involved with any organizations or advisory boards related to public transit or bicycling?

- No, but my enthusiasm and fresh perspective are just what the BBATF needs
- Yes, please describe:
  SFTR, SDBC, CalBike, CalWalks, Walk SF

MICHAEL SACKS
(7) Could you commit to attending most or all of the BBATF’s 6 meetings each year?

Yes ☐ No ☐
Not sure: __________________________________________

(8) How did you hear about the BBATF?
I don’t recall

(9) What questions do you have about the role of the BBATF or being a BBATF member?
What is the long-term vision for BBATF?
_____________________________________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________

(10) Your information:

Michael Sacks______________________________________
Name
San Francisco __________________________________________
County of Residence
San Francisco __________________________________________
County of Employment
Email and/or phone

MICHAEL SACKS
Page 2 of 2
We're happy to nominate Michael Sacks for the BART BATF.

Thanks Heath!
Good luck, Michael! Let me know if you'd like to connect.

--
Christopher White
Interim Executive Director
Phone or text: [redacted]
Pronouns: he, him, his

San Francisco Bicycle Coalition
Promoting the Bicycle for Everyday Transportation
1720 Market St.
San Francisco, CA 94102

On Thu, Feb 29, 2024 at 10:55 AM Heath Maddox <hmaddox@bart.gov> wrote:

Hi Christopher,

Attached is an application to the BBATF by Michael Sacks, an SF resident and safe street advocate who has been attending the Task Force meetings with some regularity as a guest.

Would you be so kind as to review his application and consider nominating him to represent the City and County of SF on the BBATF?

Thanks!

Heath Maddox
BART Bicycle Preferred Path of Travel Capital Plan

Phase 1
BBATF Update
4/1/24
What is a Preferred Path of Travel?

The project aims to support clear, predictable bicycle access between the edge of BART property to station platforms and bicycle parking.

The plan will include:

- Grant-ready concept plans
- Cost estimates
- Recommendation lists
Project Schedule

- Site Visits: Nov 2023
- Preliminary Recommendations: Dec 2023
- Final Recommendations: Jan 2024
- Concept Plans & Cost Estimates: Feb 2024
- Outline, Draft, and Final Report: Mar 2024

We are here.
Phase 1 will cover 10 stations.

- Balboa Park
- Bay Fair
- Castro Valley
- Coliseum
- Concord
- Daly City
- Hayward
- MacArthur
- San Leandro
- Walnut Creek

12 more to come in Phase 2!
Castro Valley BART Station
Bicycle Access Needs and Barriers

Needs and Barriers
Sample Figure

Challenging left turn for bicyclists: Only experienced cyclists are comfortable using left turn lane needed to enter the station.

No clear path of travel from the east: The northeast entrance to the parking lot off Redwood Road is not currently accessible by bike.

Fencing blocks entrance opportunity: There is no entrance at the southeast of the station, and a chain link fence forces bicyclists to ride contraflow on Redwood Road or weave around the 580 signposts on the sidewalk.

Obstructions on station plaza: Bicyclists and pedestrian share the station plaza where unused kiosks take up space and block sight lines.

No bicycle entrance from the west: Bicyclists overshoot the station plaza to enter at the curb ramps.

No direct route between bikeway and fare gates: Reaching fare gates requires carrying a bike on the stairway or using the ADA ramp. Some bicyclists ride on the ramp, creating safety concerns.

LEGEND
Bicycle Path of Travel
Station Fare Gates
BikeLink Lockers
Bicycling Needs and Barriers
Sample Figure

Castro Valley BART Station
Bicycle Access Recommendations

**LEGEND**

- Bicycle Paths of Travel
- Station Fare Gates
- BikeLink Lockers
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway

**Recs**

**Remove kiosks:** Demolish one or more kiosks on the station plaza.

**Bike ramp:** Construct a curb cut on Norbridge Avenue for eastbound bicyclists to access the station plaza.

**Safety signage:** Upgrade signs at the ADA ramp to encourage bike riders to walk.

**Stair Channel:** Add two stair channels leading both up and down from the station plaza to the underground concourse.

**New bikeway on BART property:** Construct two-way bikeway through BART parking lot to provide access to the station plaza from Redwood Road.

**Modify fencing:** Create a gap in the fencing to provide direct access between Redwood Road and the new bikeway on BART property.
Next Steps

- **Site Visits**
- **Preliminary Recommendations**
  - **Final Recommendations**
  - **Concept Plans & Cost Estimates**
  - **Outline, Draft, and Final Report**
Stairs with no bike ramp:
Reaching fare gates from this direction requires carrying a bike on the stairway.

At-grade entrance conflicts with Muni light rail:
Path adjacent to the Muni light rail tracks provides direct station entry, but lacks updated signage and striping.

No bicycle entrance from Ocean Avenue:
Bicyclists must make a challenging turn to access the bike lockers through the ADA ramp.

No clear path of travel from the south:
There is no wayfinding signage for bicyclists coming from the south via new dropoff loop.

Limited bicycle parking on one side:
Secure bicycle parking is primarily located for people accessing the station from Ocean Avenue.

At-grade entrance conflicts with Muni light rail:
Path adjacent to the Muni light rail tracks provides direct station entry, but lacks updated signage and striping.
**Balboa Park BART Station**

**Bicycle Access Recommendations**

- **Stair Channel:** Add a stair channel to the stairway between the plaza and the station concourse.
- **Bikeway and wayfinding on passenger loading loop:** Add sharrows to the new passenger loading loop connected to Niagara Avenue.
- **Wayfinding and Safety:** Work with Muni to upgrade wayfinding and pathway safety striping adjacent to Muni light rail tracks.
- **Bike ramp:** Work with City to construct a bike ramp on Ocean Avenue for bicyclists to access the station.

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**LEGEND**

- Bicycle Paths of Travel
- Station Fare Gates
- BayWheels
- BikeLink Lockers
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
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<th>ID</th>
<th>Recommendation Type</th>
<th>Location Description</th>
<th>Project Description</th>
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<tbody>
<tr>
<td>BP01</td>
<td>Bike Parking</td>
<td>Plaza on south side of Geneva Avenue</td>
<td>Add bike lockers on Plaza.</td>
</tr>
<tr>
<td>BP02</td>
<td>Stair Channels</td>
<td>South entrance</td>
<td>Add stair channels to stairs at the south entrance.</td>
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<tr>
<td>BP03</td>
<td>Bike Ramp</td>
<td>Ocean Avenue</td>
<td>Work with City to construct a curb cut for bicyclists to mount the curb at the station entrance.</td>
</tr>
<tr>
<td>BP04</td>
<td>Bikeway</td>
<td>Ocean Avenue</td>
<td>Add sharrows to the new passenger loading loop connected to Niagara Avenue.</td>
</tr>
<tr>
<td>BP05</td>
<td>Signage/Wayfinding</td>
<td>Geneva Avenue/San Jose Avenue</td>
<td>Work with Muni to enhance and maintain wayfinding and pathway safety striping adjacent to Muni light rail tracks.</td>
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Bay Fair BART Station (Northwest)

Bicycle Access Needs and Barriers

- **No bikeway**: Bicyclists must share internal streets with vehicles. Roadway under railroad tracks is narrow and steep.

- **Creek crossing leads to confusing entrance**: Bicyclists entering through Bayfair shopping center share a pedestrian bridge and have no clear path of travel from the edge of BART property.

- **No clear, direct path to fare gates**: Bicyclists enter the station from this corner, where vehicles and buses also enter. Due to the one-way vehicle circulation, bicyclists struggle to navigate the site.

- **Unlabeled direct route to fare gates**: Direct path to fare gates can be confusing due to lack of signage and wayfinding. Bicyclists generally must dismount in bus loading area.
Bay Fair BART Station (Southeast)
Bicycle Access Needs and Barriers

Stair with no bike ramp:
Reaching the fare gates from this side of the station requires carrying a bike on the stairs through the connecting tunnel.

Lack of clear bicycle access:
Bicyclists entering from Hesperian Boulevard have little indication of the southeast entrance as an alternative to Thornally Drive. There is no bikeway on the property.

Unclear route to fare gates:
Bicyclists entering from existing curb cut must navigate through parking stalls to the station entrance.

Entry opportunity has no bike ramp:
Bicyclists coming from this direction must go around the station to use the driveway as an entrance or dismount here.
Bay Fair BART Station (Northwest)

Bicycle Access Recommendations

**Bikeway through the parking lot:**
Widen curb ramp and create opening for bikes in the landscaping. Mark sharrows through the parking aisle.

**New bikeway in parking lot:**
In the near term, use space from extra lane on Coehlo Drive and one row of parking to construct a two-way separated bikeway.

**Wayfinding and Signage:**
Upgrade signage and wayfinding.

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**Preliminary Review Draft**
3/21/24
Bay Fair BART Station (Southeast)

Bicycle Access Recommendations

Wayfinding and signage:
Refresh and center sharrows with enhanced wayfinding to bike lockers and connecting tunnel entrance.

Stair Channel: Add a stair channel to stairs in the tunnel that connects the two sides of the station.

Bike Ramp: Add a curb cut next to the bike lockers.

Bike Ramp and Sharrows: Add a curb cut and stripe sharrows to allow bicycle access.

Preliminary Review Draft
3/21/24
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<tbody>
<tr>
<td>BF01</td>
<td>Stair Channels</td>
<td>Southeast passageway on the Alameda County side of the station</td>
<td>Install stair channels at southeast passageway (tunnel connection to the station).</td>
</tr>
<tr>
<td>BF02</td>
<td>Bikeway</td>
<td>Northeast parking lot in Northwest section</td>
<td>Widen crosswalk ramp, create opening for bikes in the landscape, and mark shawrows through the parking aisle to allow bicycle access parallel to bus lane.</td>
</tr>
<tr>
<td>BF03</td>
<td>Signage/Wayfinding</td>
<td>Thornally Drive from Hesperian Boulevard to southwest entrance</td>
<td>Refresh and center shawrows with enhanced wayfinding to bike lockers and stairway at the tunnel connection to the station.</td>
</tr>
<tr>
<td>BF04</td>
<td>Bike Ramp</td>
<td>Southeast entrance</td>
<td>Install a bike ramp at next to the bike lockers at the southwest entrance.</td>
</tr>
<tr>
<td>BF05</td>
<td>Bikeway</td>
<td>Thornally Drive/Coehlo Drive and northeast parking lot</td>
<td>In the near term, repurpose some parking spaces and landscaping to construct a two-way separated bikeway from Coehlo Drive at the northeast corner of the property to the faregates and bike parking. In the long term, incorporate a bike path along this path of travel through any future development.</td>
</tr>
<tr>
<td>BF06</td>
<td>Bikeway</td>
<td>Elgin Street</td>
<td>In the near term, improve signage and wayfinding from Elgin Street. In the long term, incorporate bike access from Elgin into a potential redesign of the bus terminal.</td>
</tr>
<tr>
<td>BF07</td>
<td>Bike Parking</td>
<td>Elgin Street</td>
<td>Consider adding or moving some bike lockers to Elgin Street station access point.</td>
</tr>
<tr>
<td>BF08</td>
<td>Bike Ramp</td>
<td>Colby Street/Wagner Street</td>
<td>Construct a curb cut and stripe shawrows to allow bicycle access from the curve at Colby Street/Wagner Street.</td>
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Castro Valley BART Station
Bicycle Access Needs and Barriers

- **No direct route between bikeway and fare gates:** Reaching fare gates requires carrying a bike on the stairway or using the ADA ramp. Some bicyclists ride on the ramp, creating safety concerns.

- **Fencing blocks entrance opportunity:** There is no entrance at the southeast of the station, and a chain link fence forces bicyclists to ride contraflow on Redwood Road or weave around the 580 signposts on the sidewalk.

- **No clear path of travel from the east:** The northeast entrance to the parking lot off Redwood Road is not currently accessible by bike.

- **Obstructions on station plaza:** Bicyclists and pedestrian share the station plaza where unused kiosks take up space and block sight lines.

- **Challenging left turn for bicyclists:** Only experienced cyclists are comfortable using left turn lane needed to enter the station.

- **No bicycle entrance from the west:** Bicyclists overshoot the station plaza to enter at the curb ramps.

- **Preliminary Review Draft**

3/21/24
Castro Valley BART Station
Bicycle Access Recommendations

- **Remove kiosks:** Demolish one or more kiosks on the station plaza.
- **Bike ramp:** Construct a curb cut on Norbridge Avenue for eastbound bicyclists to access the station plaza.
- **Stair Channel:** Add two stair channels leading both up and down from the station plaza to the underground concourse.
- **Safety signage:** Upgrade signs at the ADA ramp to encourage bike riders to walk.
- **Modify fencing:** Create a gap in the fencing to provide direct access between Redwood Road and the new bikeway on BART property.
- **New bikeway on BART property:** Construct two-way bikeway through BART parking lot to provide access to the station plaza from Redwood Road.

**Legend:**
- Bicycle Paths of Travel
- Station Fare Gates
- BikeLink Lockers
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway

*Preliminary Review Draft 3/21/24*
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</tr>
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<tbody>
<tr>
<td>CV01</td>
<td>Stair Channels</td>
<td>Station building entrance stairs</td>
<td>Add two stair channels to the center stairway, leading both up and down from station plaza to to the underground concourse.</td>
</tr>
<tr>
<td>CV02</td>
<td>Bikeway</td>
<td>East and south edge of property</td>
<td>Construct two-way separated bikeway along edge of property from intersection of Redwood Road and Norbridge Avenue, replacing parking to construct bikeway. Relocate accessible parking with input from ADA coordinator.</td>
</tr>
<tr>
<td>CV03</td>
<td>Other infrastructure</td>
<td>Station plaza</td>
<td>Remove/demolish one or more kiosk buildings in front of the station building entrance to open up bicycle and pedestrian space and sight lines.</td>
</tr>
<tr>
<td>CV04</td>
<td>Bike Ramp</td>
<td>Norbridge Avenue eastbound before driveway</td>
<td>Construct bicycle ramp for eastbound bicyclists to enter plaza before station entrance intersection. Include signage and wayfinding.</td>
</tr>
<tr>
<td>CV05</td>
<td>Bike Parking</td>
<td>West of station building entrance</td>
<td>Relocate some bike lockers to west of station building entrance.</td>
</tr>
<tr>
<td>CV06</td>
<td>Other infrastructure</td>
<td>Station's internal ADA ramp</td>
<td>Upgrade signs at the ADA ramp to encourage bike riders to walk. Install reflectors on metal barriers.</td>
</tr>
<tr>
<td>CV07</td>
<td>Bike Parking</td>
<td>Inside fare gate</td>
<td>Relocate some more bike racks to inside of fare gates</td>
</tr>
</tbody>
</table>
**Coliseum BART Station**

**Bicycle Access Needs and Barriers**

- **Network gap:** Gap in the neighborhood bikeway network at the parking lot entrance.

- **No bike ramp up to plaza and fare gates:** Reaching fare gates and bike lockers requires lifting or biking around landscaping and vehicles to a curb ramp.

- **No path of travel from the east:** Fencing prevents bicycle access from northeast of the station.

- **Circuitous Route:** Because the only elevator is on San Leandro Street, many bicyclists cross the tracks on 69th Avenue and ride on the sidewalk to the elevator.

- **No bikeway:** Station traffic without bikeway on Snell Street creates high stress biking environment.
New bikeway: Construct a two-way bikeway from 73rd Avenue through the parking lot. This will require an opening in the fence to accommodate the new bikeway.

Bike Ramp: Construct a bike ramp for access to the plaza from Lion Way.

Add sharrow: Add sharrows on the driveway across 71st Avenue from the Lion Way path.

City network: Coordinate with OakDOT on design and construction of a separated bikeway on Snell Street.

Gated Entry: Together with OakDOT, investigate whether to open a bicycle and pedestrian entry at gated driveway at 72nd Avenue.

Wayfinding: Add wayfinding to bike parking and station entrances with elevators.
<table>
<thead>
<tr>
<th>ID</th>
<th>Recommendation Type</th>
<th>Location Description</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CL01</td>
<td>Bike Parking</td>
<td>South of the station by the entrance</td>
<td>After East Bay Greenway construction, move some bike lockers to south side along San Leandro Street. If bikeway is at street grade, coordinate with East Bay Greenway design to add bike ramp.</td>
</tr>
<tr>
<td>CL02</td>
<td>Bike Ramp</td>
<td>North side plaza at Lion Way driveway</td>
<td>Construct bike ramp for access to plaza and station entrance.</td>
</tr>
<tr>
<td>CL03</td>
<td>Other infrastructure</td>
<td>Coliseum Pedestrian Bridge</td>
<td>Coordinate with Oakland Coliseum to allow access on pedestrian bridge at all hours. Add stair channel to pedestrian overcrossing.</td>
</tr>
<tr>
<td>CL04</td>
<td>Bikeway</td>
<td>Driveway aligned with Lion Way</td>
<td>Add sharrows to driveway from Lion Way path to BART plaza.</td>
</tr>
<tr>
<td></td>
<td>Bikeway</td>
<td>Northeast parking lot</td>
<td>Construct a two-way bikeway through the parking lot in alignment with future City of Oakland bikeway on 73rd Avenue. Coordinate with City to determine appropriate design to maximize safety and personal security. Requires new opening in fence.</td>
</tr>
<tr>
<td>CL04</td>
<td>Other infrastructure</td>
<td>72nd Avenue</td>
<td>Together with OakDOT, investigate whether to open a bicycle and pedestrian entry at gated driveway at 72nd Avenue.</td>
</tr>
<tr>
<td>CL04</td>
<td>Signage/Wayfinding</td>
<td>Station Entrances</td>
<td>Add wayfinding signage to station entrances that are accessible for bikes, including to elevator, bike parking and faregates from 69th Avenue and East Bay Greenway</td>
</tr>
<tr>
<td>CL04</td>
<td>Bikeway</td>
<td>Snell Street</td>
<td>In coordination with the City of Oakland, support construction of a separated bikeway on Snell Street. The alignment may include segments on BART and City of Oakland property.</td>
</tr>
</tbody>
</table>
Bike Network Gap: There is no designated bikeway between the path to the south and the BART entrance. Most riders use the busway or sidewalk.

Unclear signage: Existing wayfinding signs at the edge of BART property are confusing.

No bike access point: Bicyclists entering must make a tight turn to use the curb ramp up to the plaza.

No bikeway: Access road serves vehicles and bicycles, but lacks bikeway and one-way configuration is circuitous for bicyclists exiting.

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Concord BART Station
Bicycle Access Recommendations

New bikeway on BART property: Construct two-way bikeway along BART driveway, providing access connecting to Mount Diablo Street.

Bike ramp: Construct a dedicated bike ramp on Grant Street driveway.

Raised Street: Extend raised street design at Oak and Grant Streets up to the Grant Street driveway for ease of bicycle access.

Add sharrows: Add sharrows between Oakland Avenue and nearest point to BART entrance.

Bike Ramp: Widen both crosswalk ramps to formalize sidewalk as shared use exit. Remove "bicyclists dismount" sign.

Update signage: Update signage and wayfinding, including new signs for the path along Mesa Street.

---

**LEGEND**
- Bicycle Paths of Travel
- Station Fare Gates
- Bikeep
- BikeLink Lockers
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
<table>
<thead>
<tr>
<th>ID</th>
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<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CN01</td>
<td>Bikeway</td>
<td>West side driveway between Mount Diablo Street and station entrance</td>
<td>Construct a two-way bikeway along the east side of the BART driveway between Mount Diablo Street and the station entrance crosswalk.</td>
</tr>
<tr>
<td>CN02</td>
<td>Signage/Wayfinding</td>
<td>Mount Diablo Street/Internal road intersection</td>
<td>Update signage/wayfinding, including new signs to the existing path under the tracks along Mesa Street.</td>
</tr>
<tr>
<td>CN03</td>
<td>Bike Ramp</td>
<td>Grant Street</td>
<td>Install dedicated bike ramp on Grant Street driveway.</td>
</tr>
<tr>
<td>CN04</td>
<td>Other infrastructure</td>
<td>Grant Street</td>
<td>Extend raised street design at Oak and Grant Street along the plaza edge to the Grant Street driveway entrance to support bicyclist entry to the plaza.</td>
</tr>
<tr>
<td>CN05</td>
<td>Bike Ramp</td>
<td>Driveway crosswalk on east side of station</td>
<td>Widen crosswalk ramps to formalize sidewalk as shared use. Remove “bicyclists dismount” sign.</td>
</tr>
<tr>
<td>CN06</td>
<td>Bikeway</td>
<td>Atlantic Street driveway</td>
<td>Add sharrows between Oakland Avenue and nearest point to BART entrance.</td>
</tr>
<tr>
<td>CN07</td>
<td>Bike Parking</td>
<td>East side of station entrance</td>
<td>Move some bike lockers to the east side of the station entrance.</td>
</tr>
</tbody>
</table>
Extremely busy roadway: People biking exit Junipero Serra onto BART property to avoid traffic exposure. The BART property is also car-oriented.

Confusing station layout: The entrance to the John Daly Boulevard undercrossing is critical for safe station access, but it can be confusing to find due to significant grade changes and limited signage.

Stairs: Bicyclists must use elevators or dismount and carry bikes on stairs or escalators at the undercrossing.

No bikeway markings from the west: St Charles Avenue is an optimal entrance, but lacks bikeway markings and wayfinding.

Grade changes and limited bikeways pose a barrier: Niantic Avenue is the most appropriate way to navigate the grade change on a bike, but many bicyclists instead ride contraflow into the busy driveway exit on John Daly Boulevard.
Daly City BART Station
Bicycle Access Recommendations

**Stair Channels:** Add stair channels to both sides of the John Daly Boulevard undercrossing.

**Bikeway:** Add bike lanes and/or sharrows for bicyclists coming from St Charles Avenue.

**Wayfinding:** Add wayfinding signage toward the entrance to the undercrossing.

**Wayfinding:** Add wayfinding signage into the station via De Long Street and Niantic Avenue.

**Wayfinding:** Add sharrows and wayfinding to the Niantic Avenue driveway.

**Bikeway:** Add bike lanes and/or sharrows for bicyclists coming from St Charles Avenue.

**Stair Channels:** Add stair channels to both sides of the John Daly Boulevard undercrossing.

**Wayfinding:** Add wayfinding signage toward the entrance to the undercrossing.
<table>
<thead>
<tr>
<th>ID</th>
<th>Recommendation Type</th>
<th>Location Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>DC1</td>
<td>Signage/Wayfinding</td>
<td>Niantic Avenue Inbound</td>
<td>Stripe sharrow on driveway entrance along with bicycle wayfinding</td>
</tr>
<tr>
<td>DC2</td>
<td>Signage/Wayfinding</td>
<td>De Long Street at John Daly Boulevard and Niantic Avenue</td>
<td>Install bicycle wayfinding to enter via Niantic Avenue to access bike lockers</td>
</tr>
<tr>
<td>DC3</td>
<td>Bikeway</td>
<td>St Charles Avenue at BART Driveway</td>
<td>Stripe sharrow and bike lane where width allows on St Charles Avenue leading into the station area.</td>
</tr>
<tr>
<td>DC4</td>
<td>Bikeway</td>
<td>Junipero Serra Boulevard</td>
<td>Construct bikeway inside fence along Junipero Serra Boulevard leading from BART driveway to underpass elevator</td>
</tr>
<tr>
<td>DC5</td>
<td>Stair Channels</td>
<td>John Daly Boulevard Underpass</td>
<td>Install stair channels at underpass</td>
</tr>
<tr>
<td>DC6</td>
<td>Bike Parking</td>
<td>Parking lot at Junipero Serra Boulevard</td>
<td>Install bike lockers near the underpass entrance in the Junipero Serra Boulevard parking lot</td>
</tr>
</tbody>
</table>
Hayward BART Station

Bicycle Access Needs and Barriers

Stairs pose a barrier: Reaching fare gates requires carrying a bike on multiple sets of stairs if coming from the west. Some bicyclists ride through the garage to avoid the set of stairs leading to the tunnel entrance.

Obstructions on sidewalk: Fencing near the curb ramp narrows the sidewalk path to the ramp and bike lockers.

No dedicated bicycle access: Access point at C Street is a two-lane (in each direction) vehicle-oriented driveway with no bicycle infrastructure.

No bicycle entrance from B Street: Bicyclists navigate from B Street a variety of ways, including in the busway, the ADA access aisle, and the sidewalk.

Contraflow riding: Bicyclists sometimes ride on the sidewalk or contraflow through the busway to reach the station, including around a blind corner.
Hayward BART Station
Bicycle Access Recommendations

**Stair Channel:** Add stair channels to stair entrance and exits on both sides of the station.

**Wayfinding:** Work with the City to add wayfinding through the City Hall plaza as a path to the station entrance to discourage contraflow riding through the busway.

**New bikeway:** Construct two-way bikeway through existing motorcycle parking and landscaped area.

**Raised Crosswalk:** Raise the crosswalk connecting the plaza to City Hall.

**Wayfinding:** Add wayfinding for the option to enter through the garage to the tunnel, reducing the number of stairs.

**Stair Channel:** Add stair channels to stair entrance and exits on both sides of the station.

**Remove fence:** Remove existing fence near the top of the ADA ramp to provide more open bicycle and pedestrian space.

**New bikeway:** Reduce driveway loop to one vehicle lane in each direction and stripe a bike lane to and from the tunnel entrance.

Preliminary Review Draft 3/21/24

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**Legend:**
- Bicycle Paths of Travel
- Station Fare Gates
- BikeLink Lockers
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
<table>
<thead>
<tr>
<th>ID</th>
<th>Recommendation Type</th>
<th>Location Description</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HY01</td>
<td>Other infrastructure</td>
<td>East side of station entrance</td>
<td>Raise crosswalk in front of main station entrance between City Hall and BART station plaza.</td>
</tr>
<tr>
<td>HY02</td>
<td>Bikeway</td>
<td>Northeast corner of site along B Street</td>
<td>In coordination with East Bay Greenway project, construct a two-way bikeway from B Street to the station entrance through the existing motorcycle parking and landscaped area. Add signage and wayfinding.</td>
</tr>
<tr>
<td>HY03</td>
<td>Stair Channels</td>
<td>Station Entrance/Exit</td>
<td>Add stair channels at stair entrance/exits by the station entrance on both sides of the station.</td>
</tr>
<tr>
<td>HY04</td>
<td>Bikeway</td>
<td>West side station driveway</td>
<td>Reduce C Street driveway loop to one lane for vehicles and stripe bikeway to stairway.</td>
</tr>
<tr>
<td>HY05</td>
<td>Signage/Wayfinding</td>
<td>Parking structure entrance at Grand Street</td>
<td>Add wayfinding for the option to enter through the garage to the tunnel, reducing the number of stairs.</td>
</tr>
<tr>
<td>HY06</td>
<td>Signage/Wayfinding</td>
<td>Watkins Street</td>
<td>Work with City of Hayward to provide wayfinding through City Hall plaza instead of contra flow on C Street into the station area.</td>
</tr>
<tr>
<td>HY07</td>
<td>Other infrastructure</td>
<td>Northeast corner of site near ADA parking</td>
<td>Remove existing fence near the top of the ADA ramp to provide more open bicycle and pedestrian space.</td>
</tr>
<tr>
<td>HY08</td>
<td>Bike Parking</td>
<td>Parking lot west of the station</td>
<td>Move some bike lockers to the parking lot west of the station.</td>
</tr>
</tbody>
</table>
**MacArthur BART Station**

**Bicycle Access Needs and Barriers**

- **Existing bikeway needs maintenance:** The delineators that separate the existing bikeway are frequently damaged.

- **Missing wayfinding:** The new access route via 39th Street works well, but is not marked for bicycles and is not clearly a BART entrance.

- **No clear path of travel from the west:** Bicyclists overshoot the station entrance to bike up the ADA ramp.
MacArthur BART Station
Bicycle Access Recommendations

Bikeway with wayfinding:
Add sharrows and wayfinding to support entrance via 39th Street.

Bikeway Upgrade:
Enhance existing bikeway with permanent separation.

Bikeway Striping:
Improve bikeway crossing markings.

Bike ramp: Construct a curb cut on 40th Street between the bus stop and passenger loading zone for eastbound bike access to the plaza.

LEGEND
Bicycle Paths of Travel          Station Fare Gates          Baywheels         Secure Bike Parking Bicycle Access Recommendation         Recommended Bikeway
<table>
<thead>
<tr>
<th>ID</th>
<th>Recommendation Type</th>
<th>Location Description</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MA1</td>
<td>Bike Ramp</td>
<td>40th Street at Station Plaza</td>
<td>Install bike ramp between bus stop and passenger loading for east bike access plaza</td>
</tr>
<tr>
<td>MA2</td>
<td>Bikeway</td>
<td>MacArthur BART Access Road</td>
<td>Upgrade an harden bikeway separation on existing bike lane between MacArthur Boulevard and 39th Street. Coordinate separation material with Oakland Fire.</td>
</tr>
<tr>
<td>MA3</td>
<td>Bikeway</td>
<td>39th Street</td>
<td>Add sharrow on 39th Street</td>
</tr>
<tr>
<td>MA4</td>
<td>Other infrastructure</td>
<td>MacArthur BART Access Road</td>
<td>Improve bikeway crossing markings on MacArthur BART Access Road in front of the Baywheels session.</td>
</tr>
<tr>
<td>MA5</td>
<td>Signage/Wayfinding</td>
<td>38th Street/Telegraph Avenue</td>
<td>Install wayfinding for northbound bicyclists to access the station via 39th Street.</td>
</tr>
</tbody>
</table>
San Leandro BART Station
Bicycle Access Needs and Barriers

**Underused access point across train tracks:** An alternative access point that provides a path from west of the station is not well marked but will be upgraded with an upcoming access project.

**Challenging entrance for bicyclists:** Bicyclists entering the station from the north must ride on the sidewalk or contraflow in the busway.

**Crowded entrance:** Bicyclists must ride on the busy sidewalk or in the busway to enter the station.

---

**Legend:**
- Bicycle Path of Travel
- Station Fare Gates
- BikeLink Lockers
- Bicycling Needs and Barriers

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3/21/24
**San Leandro BART Station**

**Bicycle Access Recommendations**

**New bikeway:** Construct a bikeway between the future East Bay Greenway crossing alignment across San Leandro Boulevard and bike lockers and walkway to the fare gates.

**New bikeway and bike ramp:** Construct a bikeway and add a bike ramp across landscaping to align with future East Bay Greenway crossing.

**Wayfinding:** Add wayfinding.

---

**Legend:**
- Bicycle Paths of Travel
- Station Fare Gates
- BikeLink Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
## San Leandro

<table>
<thead>
<tr>
<th>ID</th>
<th>Recommendation Type</th>
<th>Location Description</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SL01</td>
<td>Bikeway</td>
<td>Juana Avenue/San Leandro Boulevard</td>
<td>Add a bikeway and bike ramp across landscaping to allow bikes to turn into the station as a two-stage turn from San Leandro Boulevard or straight from West Juana Avenue.</td>
</tr>
<tr>
<td>SL02</td>
<td>Signage/Wayfinding</td>
<td>Thornton Street/San Leandro Boulevard</td>
<td>Add wayfinding signage to BART from Thornton Street and San Leandro Bouelvard intersection</td>
</tr>
<tr>
<td>SL03</td>
<td>Signage/Wayfinding</td>
<td>Estudillo Avenue/Martinez Street (west access)</td>
<td>Add wayfinding into the station with new bicycle and pedestrian access project.</td>
</tr>
<tr>
<td>SL04</td>
<td>Bikeway</td>
<td>San Leandro Boulevard/Estudillo Avenue (east access)</td>
<td>Construct bikeway from future East Bay Greenway crossing alignment at San Leandro Boulevard to bike lockers and plaza, using existing parking lot space.</td>
</tr>
</tbody>
</table>
Difficult intersection: Bicyclists and pedestrians have to travel away from the station and back again to reach fare gates.

Obscure paths: Path between parking garages lacks wayfinding to exit the station area and elevator blocks sight lines to bike lockers.

Lack of signage: New BART driveway provides bike access but lacks signage or bikeway.

Obscure paths: Path between parking garages lacks wayfinding to exit the station area and elevator blocks sight lines to bike lockers.

Conflict with bus only lane: Current mixing zone of bus-only lane and bikeway can lead to conflicts with buses.

Obstructions on station plaza: Desire line has obstructions and is intended as a pedestrian space with future TOD.

Unfriendly entrance: Main entry point has stairs and narrow ADA ramp not intended to accommodate biking.

Lack of signage: New BART driveway provides bike access but lacks signage or bikeway.
New Crossing: Tie in the bike path along Ygnacio with a future bicycle and pedestrian crossing to the Oakland Boulevard median shared-use path.

Bike path: Construct a path along the lower terrace leading to bike lockers and station area.

Stair Channel: Add a stair channel at N California Boulevard.

Bikeway signage: Add wayfinding signage to encourage bike path use for access to Rivera Avenue and for directions to bike lockers.

Add sharrow and wayfinding: Formalize bike access from the north on new BART driveway.

Modify bikeway on BART property: Modify bike lanes on Rivera Avenue as a two-way separated bikeway. Add a bike crossing to transition bicyclists across the bus-only lane.
<table>
<thead>
<tr>
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<th>Location Description</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>WC01</td>
<td>Signage/Wayfinding</td>
<td>BART driveway on N California Boulevard</td>
<td>Add sharrow and wayfinding on new BART driveway at northern end of the station</td>
</tr>
<tr>
<td>WC02</td>
<td>Stair Channels</td>
<td>Ygnacio Valley Road/N California Boulevard</td>
<td>Add stair channel at station entrance</td>
</tr>
<tr>
<td>WC03</td>
<td>Bikeway</td>
<td>Terrace along Ygnacio Valley Road</td>
<td>Construct bike path along the lower terrace leading from Ygnacio Valley Road/N California Boulevard to the bike lockers and station plaza.</td>
</tr>
<tr>
<td>WC04</td>
<td>Signage/Wayfinding</td>
<td>Bikeway between north and south garage</td>
<td>Add wayfinding signage to encourage bike path use for access to Rivera Avenue and for directions to bike lockers.</td>
</tr>
<tr>
<td>WC05</td>
<td>Bikeway</td>
<td>Oakland Boulevard</td>
<td>In coordination with a potential future CCTA-led project, tie in the new bikeway along Ygnacio Valley Road with a new bicycle/pedestrian crossing to the Oakland Boulevard median shared-use path.</td>
</tr>
<tr>
<td>WC06</td>
<td>Bikeway</td>
<td>Riviera Avenue at busway and garage entrance</td>
<td>Modify bike lanes on Riviera Avenue a two-way separated bikeway to wrap the existing path around the corner. Add a bike crossing south of the garage driveway to transition bicyclists across the bus-only lane.</td>
</tr>
</tbody>
</table>
ARTICLE VI. BBATF STANDING COMMITTEE (New Article VI)

A. Purpose of the BBATF Standing Committee

1. The Standing Committee shall be responsible for taking action on behalf of the entire BBATF between the BBATF’s regularly-scheduled meetings (currently bimonthly), whenever the BBATF Chair deems that prompt action is required to fulfill the BBATF’s responsibilities before its next regularly-scheduled meeting.

B. Responsibilities of the BBATF Standing Committee

1. The Standing Committee may compose and submit letters and public comments to the BART Board and other public bodies on behalf of the BBATF in between the BBATF’s bimonthly meetings.

2. Members of the Standing Committee or any BBATF member designated by the Chair may represent the BBATF at public meetings or at meetings of other transportation groups, agencies, and committees.

3. The BBATF membership, by a majority vote at a regular or special meeting, may refer an action (such as the composition and submission of a letter) to the Standing Committee for completion or implementation.

4. The Standing Committee shall, to the best of its ability, represent the policies, views, and past decisions of the majority of the BBATF members in its actions.

C. Membership in the BBATF Standing Committee

1. The BBATF Standing Committee shall be comprised of the BBATF Chair, Vice-chair, and one (1) member elected at-large from the BBATF membership.

2. The BBATF staff liaison shall be a member ex-officio of the Standing Committee, with the same duties they perform for the BBATF.

3. The at-large Standing Committee member shall be elected upon the formation of the Standing Committee and, thereafter, when officers are elected at the BBATF’s first meeting of the calendar year. (See Article V-D.)

4. In the event of a vacancy on the Standing Committee, whether among the two BBATF officers or in the at-large position, an election to fill the vacancy(ies) shall be held at the next BBATF meeting at which a quorum is present.

D. Standing Committee Meetings

1. The BBATF Chair may call an Standing Committee meeting whenever action is required between regular BBATF meetings to fulfill the BBATF’s responsibilities and purposes under these bylaws.

2. Standing Committee meetings may occur in person, via teleconference, or via video conferencing (i.e., Zoom).

3. The Chair shall notify the BBATF and BART staff liaison at least 72 hours before any meeting of the Standing Committee, including the reason for the meeting, the agenda, and the meeting location.
4. BBATF members may submit comments on the proposed Standing Committee agenda to the BBATF staff liaison[ or the Chair ] for consideration at the Standing Committee meeting.

5. A quorum of the Standing Committee shall consist of two (2) voting members.

E. Standing Committee Reports to the BBATF Membership

1. The Standing Committee shall report to the BBATF and staff liaison no later than 72 hours after meeting and include any letters or actions approved in its report.

2. The Standing Committee’s report to the BBATF, including all attachments, shall be considered the official record (minutes) of its meeting and shall be included with the next month’s BBATF minutes as an addendum.
MEMORANDUM

TO: Board of Directors

FROM: Val Menotti, Chief Planning & Development Officer

DATE: February 29, 2024

SUBJECT: Measure RR Safe Routes to BART Grant Program Cycle 3 Awards

Measure RR Safe Routes to BART (SR2B) is a grant program sponsored by BART using voter-approved Measure RR Station Access capital funds to help local agencies improve access for those traveling to BART stations by walking and biking. The Board authorized the General Manager to administer SR2B through capital funding agreements at the February 27, 2020, Board meeting. BART staff last provided the Board with an update on the SR2B Cycle 2 project awards of $2.3M on July 31, 2023.

SR2B’s third and final cycle was launched on October 11, 2023, with applications due on December 14, 2023. Cycle 3 identified up to $16M in funding (up from $5M in Cycle 1 and $10M in Cycle 2) with awards ranging from $0.5M to $3.0M. To meet BART’s minimum eligibility requirements, project submissions needed to provide design review construction documents completed for 35% or greater, at least 30% in matching funds, a full funding plan, and proof of authority over right-of-way (ROW) to implement project elements.

BART received 16 applications for SR2B Cycle 3 with a total funding request of close to $39M. Four projects did not meet the minimum eligibility requirements:
- Alameda County Public Works Agency’s “Norbridge Avenue Sidewalk and Bike Lane Improvement Project” for Castro Valley Station
- East Bay Regional Park District’s “Tassajara Creek Trail” near Dublin/Pleasanton Station
- City of Concord’s “Pavement Maintenance-Zone4O” near Concord BART Station
- San Francisco MTA’s “M Ocean View Terminal Upgrades at Balboa Park Station”

A Selection Committee comprised of five BART staff from various department and one representative each from the Metropolitan Transportation Commission (MTC) and Caltrans scored the 12 remaining projects based on the following evaluation criteria: A. Project readiness, B. Leveraged funding, C. Connectivity and mode shift, D. Customer experience, safety, and security, E. Equitable access, F. Complete communities, and G. Partnerships

The Selection Committee recommended seven projects that were approved by the General Manager, as shown in Table 1.
Table 1: SR2B Cycle 3 Awarded Projects in ranking order

<table>
<thead>
<tr>
<th>Project Name (Level of Design)</th>
<th>BART Station(s) Served</th>
<th>Applicant (County)</th>
<th>SR2B Award</th>
<th>Total Project Cost</th>
<th>Sponsor Match</th>
<th>Anticipated Project Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lakeside Dr/Lake Merritt Blvd Complete Streets Paving Project (100%)</td>
<td>Lake Merritt, 12th Street, 19th Street</td>
<td>City of Oakland (Alameda)</td>
<td>$3,000,000</td>
<td>$7,717,650</td>
<td>61%</td>
<td>Fall 2027</td>
</tr>
<tr>
<td>Clement Avenue/Tilden Way: Broadway/Tilden Way Intersection (75%)</td>
<td>Fruitvale</td>
<td>City of Alameda (Alameda)</td>
<td>$2,100,000</td>
<td>$14,112,857</td>
<td>85%</td>
<td>Summer 2025</td>
</tr>
<tr>
<td>Central Embarcadero Safety Project (35%)</td>
<td>Embarcadero</td>
<td>SFMTA (San Francisco)</td>
<td>$1,000,000</td>
<td>$11,695,000</td>
<td>91%</td>
<td>Winter 2026</td>
</tr>
<tr>
<td>Fremont Boulevard Elevated Bikeway (35%)</td>
<td>Fremont</td>
<td>City of Fremont (Alameda)</td>
<td>$3,000,000</td>
<td>$8,027,000</td>
<td>63%</td>
<td>Spring 2027</td>
</tr>
<tr>
<td>BART Pedestrian At-Grade Railroad Crossing (New Eastside BART Station Entrance and Future Intercity Rail Connection) (90%)</td>
<td>Union City</td>
<td>Union City (Alameda)</td>
<td>$3,000,000</td>
<td>$11,540,000</td>
<td>74%</td>
<td>Winter 2025</td>
</tr>
<tr>
<td>Ohlone Greenway Modernization and Safety Project (35%)</td>
<td>North Berkeley</td>
<td>City of Berkeley (Alameda)</td>
<td>$3,000,000</td>
<td>$5,093,200</td>
<td>41%</td>
<td>Winter 2025</td>
</tr>
<tr>
<td>North Bailey Road Active Transportation Corridor Project (35%)</td>
<td>Pittsburg Bay Point</td>
<td>Contra Costa County (Contra Costa)</td>
<td>$900,000</td>
<td>$11,321,000</td>
<td>92%</td>
<td>Winter 2026</td>
</tr>
</tbody>
</table>

Five additional projects were eligible but not recommended by the Selection Committee. They were:

- City of El Cerrito’s “Ohlone Greenway Uptown Improvements”
- Contra Costa County’s “Treat Boulevard Corridor Improvements Project”
- City of El Cerrito’s “Richmond St: Richmond Street Complete Streets Improvements - Stockton Avenue to Fairmount Avenue”
- City of Dublin’s “Golden Gate Drive Intersection Improvements at Dublin Boulevard and St. Patrick Way”
- City of Pleasant Hill’s “Coggins Drive Active Transportation Corridor Project”
The COVID-19 pandemic and supply-chain issues led to significant delays for all Cycle 1 projects awarded in September 2020. Staff updates the “Awards by Cycle” page of the Safe Routes to BART website (www.bart.gov/sr2b) every quarter based on progress reports submitted by the project sponsors. Table 2 provides descriptions and status of the four Cycle 1 projects, including two completed projects.

Table 2: SR2B Cycle 1 Projects

<table>
<thead>
<tr>
<th>Project Name</th>
<th>BART Station Served</th>
<th>Applicant (County)</th>
<th>SR2B Award</th>
<th>Total Project Cost</th>
<th>Sponsor Match</th>
<th>Anticipated Project Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th Street Improvement Project Powell St</td>
<td>SFMTA (San Francisco)</td>
<td>$415,000 $1,880,000 78%</td>
<td>Completed Fall 2023</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron Horse Trail Bridge Dublin/Pleasanton</td>
<td>City of Dublin (Alameda)</td>
<td>$1,500,000 $14,010,000 89%</td>
<td>Spring 2024</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walnut/Liberty Protected Intersection Fremont</td>
<td>City of Fremont (Alameda)</td>
<td>$915,000 $2,740,000 67%</td>
<td>Completed Winter 2024</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BART Pedestrian/Bike Connectivity Project Pittsburg Center</td>
<td>City of Pittsburg (Contra Costa)</td>
<td>$700,000 $5,580,000 87%</td>
<td>Fall 2024</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 3 provides descriptions and status of the two Cycle 2 projects awarded in May 2023.

Table 3: SR2B Cycle 2 Awarded Projects

<table>
<thead>
<tr>
<th>Project Name (Level of Design)</th>
<th>BART Station Served</th>
<th>Applicant (County)</th>
<th>SR2B Award</th>
<th>Total Project Cost</th>
<th>Sponsor Match</th>
<th>Anticipated Project Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Cerrito del Norte TOD Complete Streets Improvement Project (100%)</td>
<td>El Cerrito del Norte</td>
<td>City of El Cerrito (Contra Costa)</td>
<td>$812,977 $14,926,498 95%</td>
<td>Winter 2024/2025</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walnut Avenue Phase II Bikeway Project (35%)</td>
<td>Fremont</td>
<td>City of Fremont (Alameda)</td>
<td>$1,500,000 $3,355,238 55%</td>
<td>Winter 2024/2025</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Cycle 3 is the final cycle of the SR2B program with a total of 13 fully funded projects with an estimated completion of Fall 2027. In total over three cycles, the SR2B program leveraged 80% in funding.

If you have questions, please contact me at (510) 287-4794.

cc: Board Appointed Officers
    General Manager
    Executive Staff
Monthly Volumes at BART Bike Stations & BART Ridership
Jan 2019-Feb. 2024

BART Ridership (scale on right)
Berkeley Combined
Berkeley Caldec
Fruitvale Caldec
Uptown Caldec
Ashby BikeLink
Embarcadero BikeLink
Civic Center BikeLink
Berkeley BikeLink
MacArthur BikeLink
Pleasant Hill BikeLink

Bikes Parked per Month
Monthly Rentals at all BikeLink Bike Lockers and BART Bike Stations vs. BART Ridership
Jan 2019-Feb. 2024

BART Ridership (scale on right)
- All BART BikeLink Lockers*
- All BART Bike Stations
- All BayWheels Stations on BART Property
- All BayWheels Stations At & Near BART Property

*BikeLink data lags by 6 mos.
Monthly Volumes at BART Bikeep Smart Racks & BART Ridership
Jan 2019-Feb. 2024

BART Ridership (scale on right)
Pleasant Hill Bikeep
16th/Mission Bikeep
24th/Mission Bikeep
Union City Bikeep
Concord Bikeep
Dear Alex,

Thanks for you inquiry and thanks for biking to BART.

The [BART bike rules](https://www.bart.gov/) are clear: bikes are not allowed on the first car, this has not changed.

[Bikes on BART FAQ # 9](https://www.bart.gov/onboard/bikes-on-bart-faq) explains that this rule is to ensure quick, unimpeded operator access and egress in an emergency.

There are no signs on trains that are intended to contradict this rule, but I can understand how you might be confused by signage on the trains that’s meant to indicate where the bicycle priority areas on each car are.

The little green bike symbols on the trains next to the doors adjacent to bicycle priority areas, and signs in the priority areas themselves are there to help customers with bikes find the bicycle priority areas if bikes are allowed on that car at that time. The presence of a bicycle priority area on a BART car does not negate the first Bikes on BART rule: *Bikes are allowed on all trains except in the first car or any crowded car.*

You are no doubt wondering why on earth these signs would be included on the first cars when bikes are not in fact allowed on the first cars. The answer is that the first car does not always serve as a first car. For instance, the first car becomes the last car when a train reverses direction at the end of the line (trains do not turn around).

Rather than change all the signage in the BART system (a massive undertaking), we simply ask that customers traveling with bikes understand the Bikes on BART rules and abide by them. I’ve been managing bike access for BART for five years, and yours is only the second inquiry I’ve fielded by someone confused as to why the bike signs are to be found on the first cars.

Thanks for your understanding and cooperation.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352
Contact Name Alex Burmester
Contact Email adb@pobox.com
Contact Phone
Opened Date/Time 2/6/2024 6:10 PM

Description Since the reduction in train sizes and only new cars there are a small number of train operators who still insist on no bikes on the first car. This contradicts all of the signage on the cars themselves. Please either change the signage or have the operators allow bikes on the first car if attached to the bike racks
Via iOS app Version 1.20.0024

ref:!00Dd00hrYV.!5006T02OLkZM:ref
Hello Kevin,

Are you the best person to direct eBART train comments below?

I'm copying Heath Maddox who works on customer bike access issues. I've also directed the customer online to https://www.bart.gov/about/projects/ecc/faq regarding DMU train capacity.

Thanks.

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm
510-464-7134

cc: Heath Maddox

Hi there,

With future/current eBART DMU trains can passengers give feedback?

A bike dedicated spot on the train is desired and more standing room/less seats especially if the maximum train length is just 3 cars.

The bikes clog up the entrance doors as there's not much other place to go. Also there's people that stand in the entrance area because they prefer to stand and it makes ingress and egress difficult because only so many people can stand in that area. You can definitely tell that the width of the eBART trains are not as wide as the regular BART trains. I
wonder what the capacity of the eBART trains are because it feels very tight and cramped. Thank you, Lucas Via iOS app Version 1.20.0024 ref:100Dd00hrYV.IS006T02POeRc:ref
Hi Jon,

Thank you, and the rest of your team, so much for coming out and representing the BART Bicycle Advisory Task Force! It was great to meet you on Saturday, and I'm so happy that you were able to have productive conversations with community members regarding bike access on BART.

Despite the rainy/windy conditions, I'm happy with the turn out! It's not easy to get Bay Area residents to come out when there is even the slightest chance of rain. Most of all, I was excited to see our neighbors and regular bike shop customers at the event.

Next year, I'm going to push to have the event in May, so we don't have to worry about the weather. Thank you all, once again, for coming out and supporting The Crucible and our local bike community. I really appreciate your participation and I'm looking forward to future bike summits!

As I have told other groups that were at WOBS, let's not wait until next year to collaborate! If you have any ideas for ways that The Crucible can support you, please let us know!

Until next time,

On Mon, Mar 4, 2024 at 8:35 PM Jeremiah Maller wrote:
Thank you for organizing, Jon! I think this is worth returning for in future years.
It was great to meet you all in person!

Cheers,
Jeremiah

Jeremiah Maller

On Mon, Mar 4, 2024 at 9:55 AM Marc Hedlund wrote:
Thanks for organizing everything, Jon!

-M

On Sun, Mar 3, 2024 at 9:14 PM Jon Spangler wrote:
Colleagues and friends,
Despite the cold, windy weather, the (eventually realized) threat of rain, and the weather-induced low turnout, we had a good and productive time at The Crucible’s Bike Summit yesterday. (For one, I finally met Jeremiah Maller, Marc Hedlund, and Estrella Sainburg in person!) We had a great time connecting with the many dedicated cyclists who turned up: most of them do take their bikes on BART.

I gave away two prototype “BYO” straps and have orders for two more after demonstrating their use many times.

We deeply appreciate Amanda Carson, The Crucible, and all the event volunteers who helped us find our spot, get set up, and have a good time.

I also want to thank our BBATF crew:

1) Heath Maddox - for getting our new 6’ banner (the big one in the photos below), providing the giveaways, and for printing the flyers and laminated info sheets.

2) Marc Hedlund - who picked up a folding table from Heath’s home and transported it to and from the event in his super-sized e-cargo bike. (It’s visible in the background of the Kidical Mass booth that Marc was working.)

3) Jeremiah Maller - who came and worked hard from 10:30-2:00. (He is missing from the afternoon photos as he was off on a neighborhood walk that was offered as part of the Bike Summit.)

4) Director Raburn - who showed up and jumped in with both feet to help at our booth, sharing his extensive knowledge with everyone, and invited us to Line 51 for brews and Girl Scout cookies after the rain started about 2:00 PM.

5) Estrella Sainburg - who translated our half-sheet flyer into Spanish overnight with help from her international team, encouraged us to do more tabling, and was very effective in representing BART and the BBATF.

We had windy but almost-wind-free conditions until around 2:00 pm, when the heavens opened up and the event collapsed. Many people came by, offered comments and suggestions, asking questions about various bike access issues (the lack of stair channels, elevators large enough to take bikes and e-cargo bikes, bike lockers, bike bars, and more). We recruited for our vacant positions, too.

Estrella helped cram all the soaked gear back in my Prius after the rain started and we retreated to Line 51 at Director Raburn’s invitation, where we dried out and enjoyed some Baltic Porter before heading home.

Photos of the crew and the booth below. (The first two shots show Marc Hedlund and the Kidical Mass booth. Note Marc’s cool KM rain jacket!) In the last two shots, R-L: Estrella Sainburg, Marc Hedlund, BART Director Robert Raburn, and Jon Spangler. Not pictured: Jeremiah Maller.

Jon

Jon Spangler
Writer/editor
Chair, BART Bicycle Advisory Task Force (BBATF)
League Cycling Instructor #3175
Linda Hudson Writing
"Bicycling has done more to emancipate women than any one thing in the world. It gives her a feeling of self-reliance and independence the moment she takes her seat; and away she goes, the picture of untrammeled womanhood."

— Susan B. Anthony
Amanda Carson (she / her)
Interim Volunteer, Events & Team Build Manager
TheCrucible.org

THE CRUCIBLE: INSPIRING CREATIVITY IN EVERYONE
Instagram | Facebook | Twitter | Blog

Need to log a volunteer shift? Click HERE!
Awesome! This is going to help a lot getting to the station - thank you so much!!!

Kevin

--
Kevin Burke

On Tue, Mar 12, 2024 at 2:33 PM Heath Maddox <hmaddox@bart.gov> wrote:

Dear Kevin,

Reporting back on your two issues with the wheelchair ramp at Walnut Creek station:

1. I was able to get BART maintenance crews to remove the last foot or two of that curb at the top of the ramp so that the opening is now as wide as the crosswalk and it should be a little easier to navigate that turn by bike.
2. It turns out that the flooding was caused by leaf litter blocking the drain hole in the curb at the back of the ramp (see photo #3). I had the whole area swept and cleared and it appears to now be draining properly and not pooling. Please don’t hesitate to report any future flooding to BART Customer Service: https://www.bart.gov/contact/comments or (510) 464-6000

Thanks,

Heath Maddox

Manager of Bicycle Access Programs

Bay Area Rapid Transit District

2150 Webster Street, 8th Floor